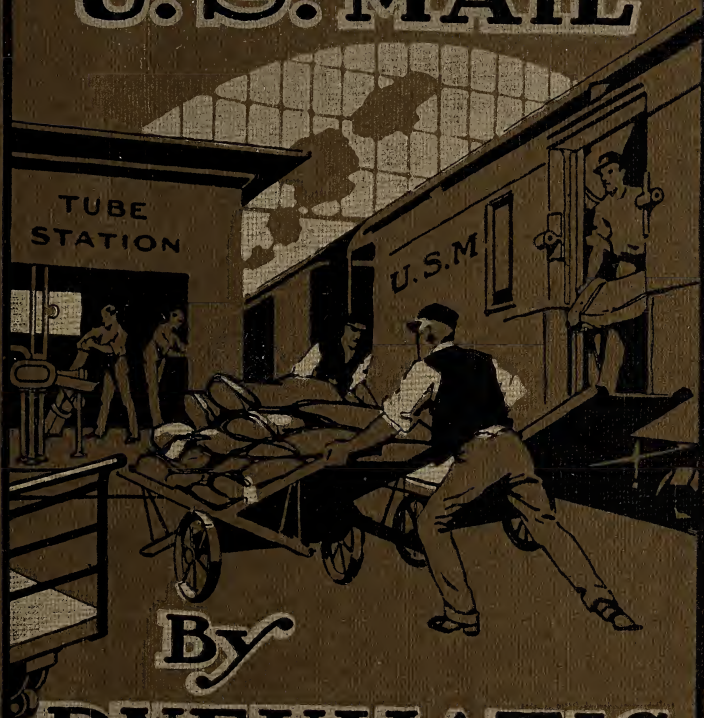


U.S. MAIL



By
**PNEUMATIC
TUBE**

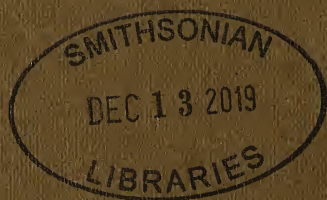


EXHIBIT AT THE WORLD'S FAIR

THE machinery for transmitting the United States Mail in cities, exhibited by the American Pneumatic Service Company, is a striking feature of the exhibit of the United States Government, Post Office Department, in the "Model Post Office" on the Fair Grounds.

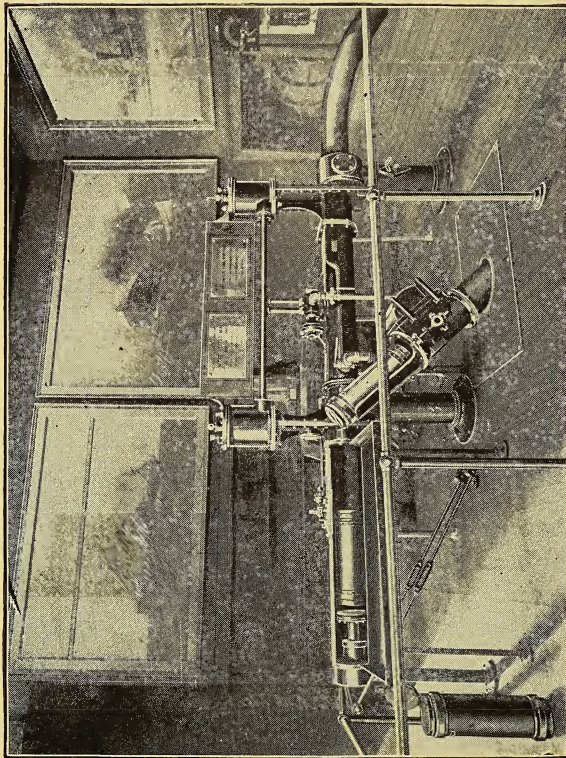
This is a branch station of the St. Louis Post Office where mail for exhibitors is handled, and is a practical demonstration of the most accurate and expeditious methods known to the department. To most people this feature of the mail service is a revelation, and it has elicited so many inquiries that it has been found necessary to print this information.

The Post Office Department has been investigating pneumatic mail transmission for several years, and, after exhaustive practical tests by committees of prominent experts and engineers, the American Pneumatic Service Company's system was selected and is now used in sending the mail from the General Post Office to substations in St. Louis, Chicago, and Boston. This, of course, is but the

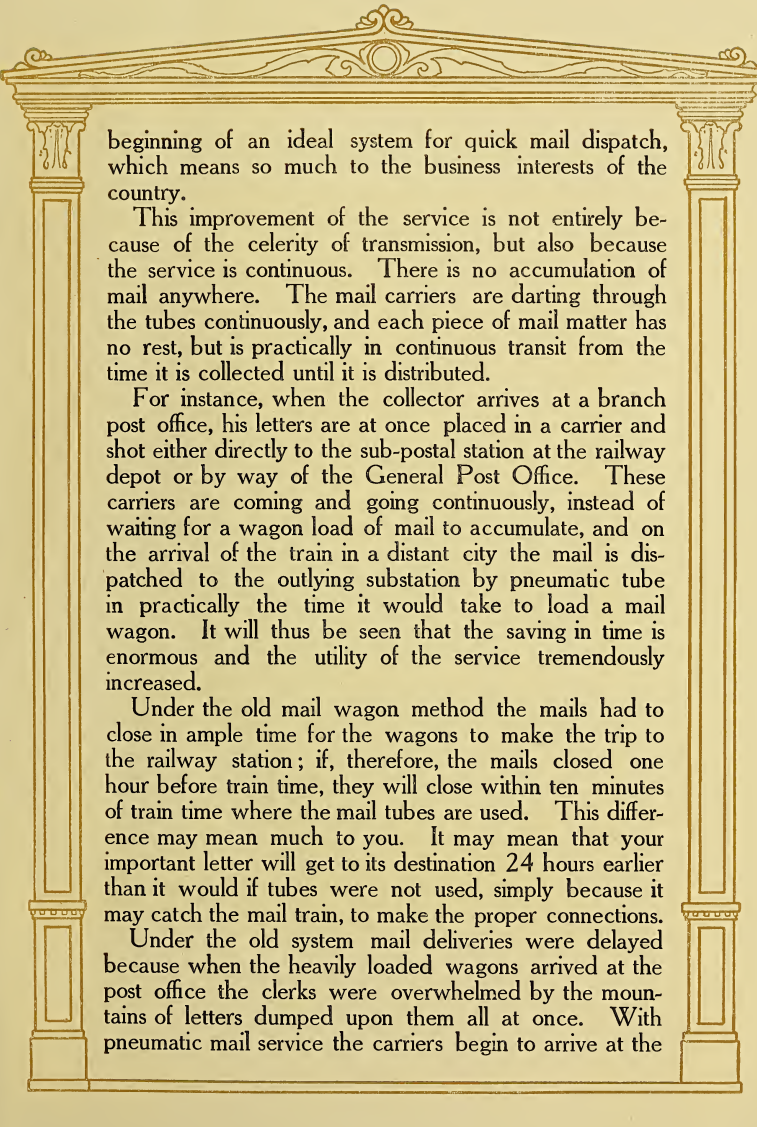


CARRIER FOR
U. S. MAIL

U.S.M.



AMERICAN PNEUMATIC SERVICE CO.'S APPARATUS IN UNITED STATES POST
OFFICE EXHIBIT, WORLD'S FAIR, ST. LOUIS



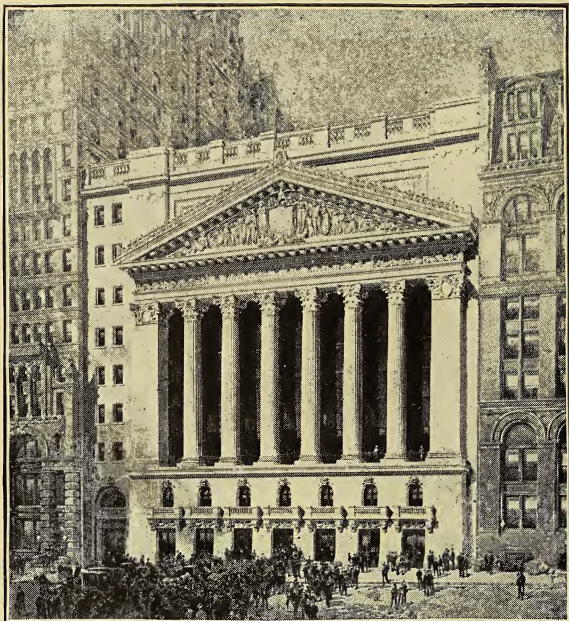
beginning of an ideal system for quick mail dispatch, which means so much to the business interests of the country.

This improvement of the service is not entirely because of the celerity of transmission, but also because the service is continuous. There is no accumulation of mail anywhere. The mail carriers are darting through the tubes continuously, and each piece of mail matter has no rest, but is practically in continuous transit from the time it is collected until it is distributed.

For instance, when the collector arrives at a branch post office, his letters are at once placed in a carrier and shot either directly to the sub-postal station at the railway depot or by way of the General Post Office. These carriers are coming and going continuously, instead of waiting for a wagon load of mail to accumulate, and on the arrival of the train in a distant city the mail is dispatched to the outlying substation by pneumatic tube in practically the time it would take to load a mail wagon. It will thus be seen that the saving in time is enormous and the utility of the service tremendously increased.

Under the old mail wagon method the mails had to close in ample time for the wagons to make the trip to the railway station; if, therefore, the mails closed one hour before train time, they will close within ten minutes of train time where the mail tubes are used. This difference may mean much to you. It may mean that your important letter will get to its destination 24 hours earlier than it would if tubes were not used, simply because it may catch the mail train, to make the proper connections.

Under the old system mail deliveries were delayed because when the heavily loaded wagons arrived at the post office the clerks were overwhelmed by the mountains of letters dumped upon them all at once. With pneumatic mail service the carriers begin to arrive at the



NEW YORK STOCK EXCHANGE, EQUIPPED WITH PNEUMATIC SERVICE

post office almost as soon as the train rolls into the station, and the letters are being read by addressees before the mail wagon could have made the trip.

In short, by the use of mail tubes, the outlying sub-post office is practically brought to the door of the railway mail car.

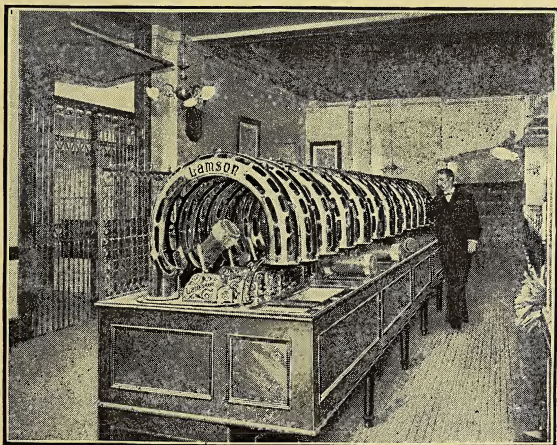
For transmitting mail to a correspondent in the same city, the expedition of the modern pneumatic system is still more striking. One instance was recently reported where a special delivery letter was sent to a correspondent

four miles away, and an answer received in a trifle over 35 minutes, and this in the ordinary post-office routine. Of course there is no comparison with the old methods.

Modifications of this same system of pneumatic dispatch are in operation in government buildings in Washington and throughout the United States, where they are employed for transmitting memoranda, documents, etc., between departments.

The same system is used for similar purposes by insurance companies, railroad companies, packing companies, manufactories, telegraph and telephone companies, hotels, clubs, and in public and institutional buildings.

The plant recently installed in the New York Stock Exchange serves several telegraph offices more or less distant. By means of an ingenious device the air pressure is so adjusted that it takes the same time for a telegram



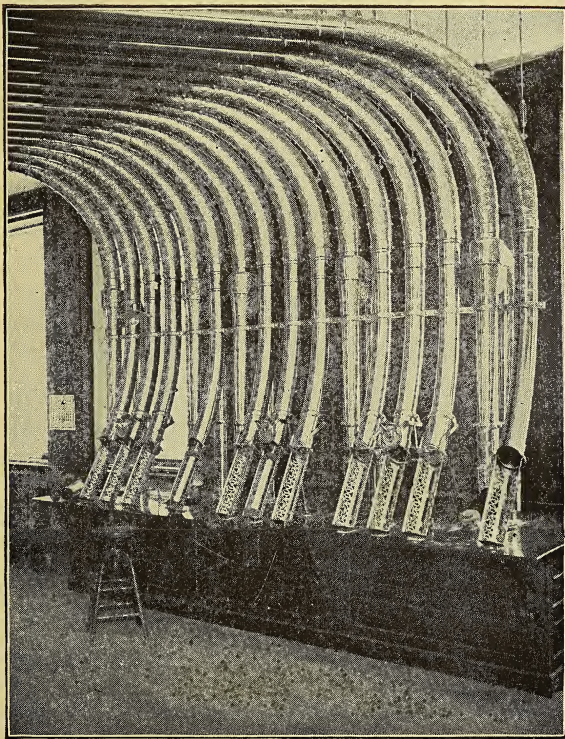
CENTRAL TUBE STATION, NEW YORK LIFE INSURANCE CO., NEW YORK CITY

to go to the nearest office as to the most distant, so that none has an advantage.

Another interesting application of the American Pneumatic Service Company's system has just been installed at the baggage department of the Union Railroad Station, St. Louis. When you take the train, you will have no trouble about your baggage, nor will you have to walk half a mile to find the proper official. Go to the baggage department near the ticket office and present the exchange check that the hotel porter gave you.

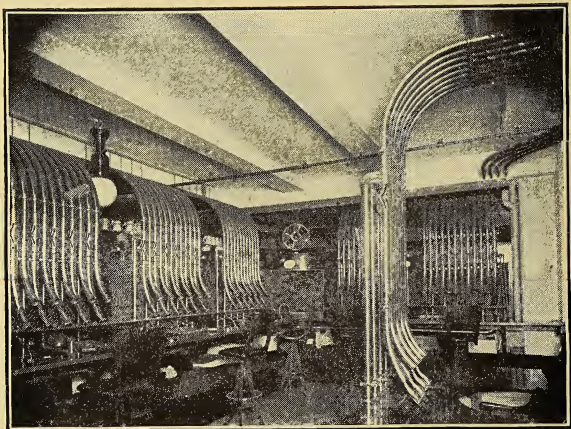


WAREHOUSE OF HIBBARD, SPENCER & BARTLETT, CHICAGO
EQUIPPED WITH PNEUMATIC SERVICE



UNITED STATES APPRAISERS STORES, NEW YORK CITY

The official will immediately give you your train baggage check ; at the same time the duplicate baggage check to be attached to your trunk, accompanied by the exchange check, is shot to the baggage room in a pneumatic carrier, and as you go out to take the train your trunk is on the way, too.



A TYPICAL LAMSON PNEUMATIC CASH CARRIER

The largest pneumatic transmission plant for purposes of factory intercommunication is now being installed in The General Electric Co.'s works of Schenectady, N. Y. Over four miles of 4 1-2" tubes will be used.

Of course, the best known application of this system is in the retail stores where it is used for the purpose of making change.

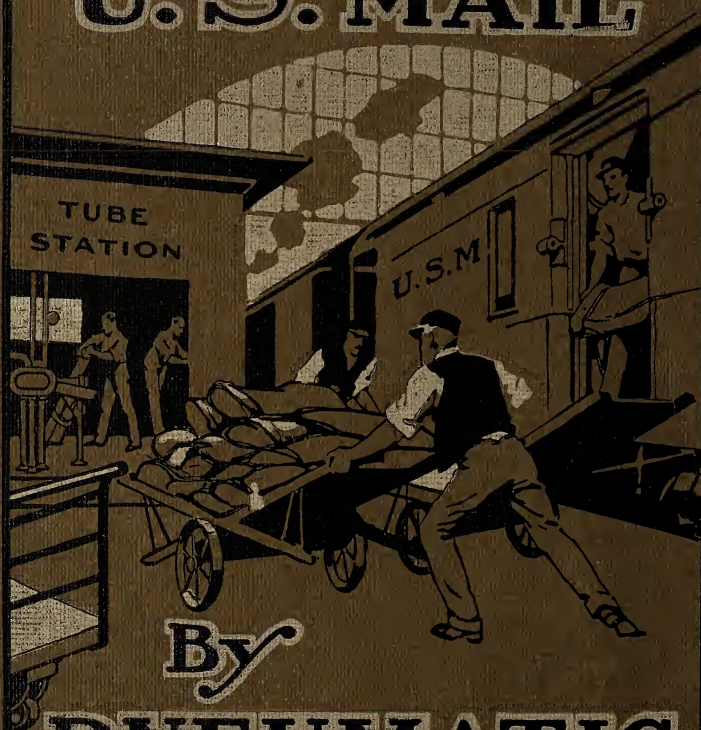
It is an interesting fact that the development of this great principle, which has become so indispensable in handling mail and in modern business, developed from the simpler forms of cash carriers for stores; in fact, many of the Lamson pneumatic devices are employed in the mail service apparatus, and the connection between the Lamson interests and those of the American Pneumatic Service Company has made it possible to broadly cover the whole pneumatic field and offer a transmission service which marks a distinct era in the advance of the business interests of the country.

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U. S. MAIL



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